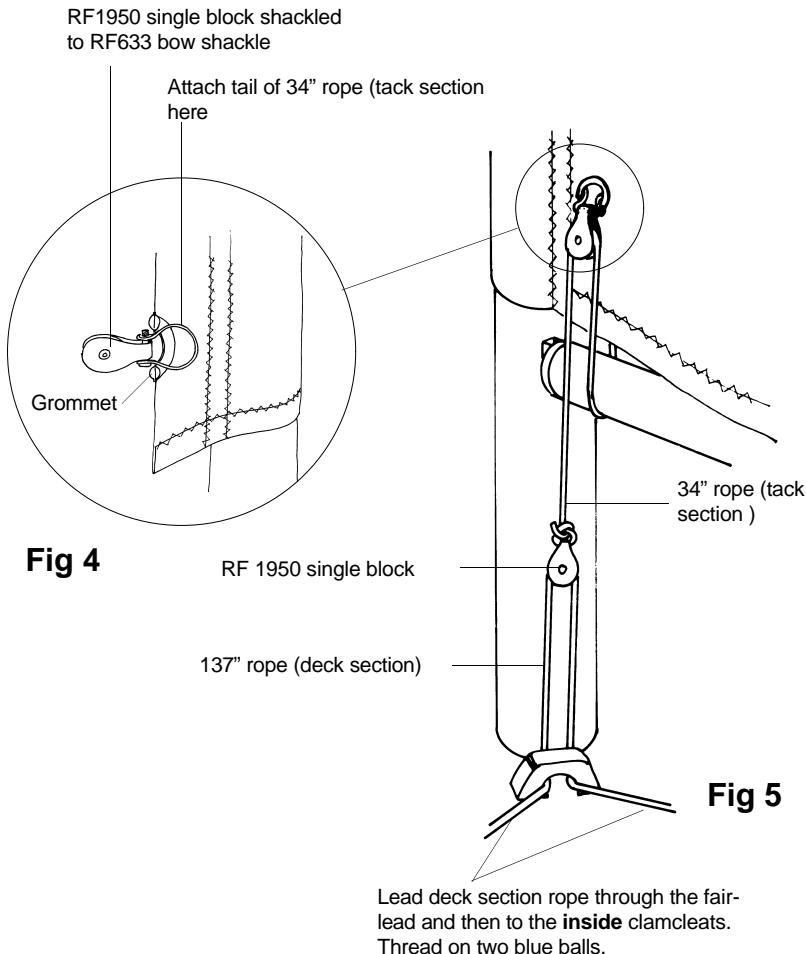


Cunningham system

11. Insert an RF1950 bow shackle through the cunningham grommet as far as it will go then pass the shackle pin through the block and tighten. See Fig 4 cutaway through grommet. The block and shackle are now permanently attached and may be left on the sail. NOTE: The 34" tack section may be tied off at the boom which will provide a 4:1 overall purchase or may be passed under the boom and tied off on the bow shackle at the cunningham eye as shown in Fig 5 below. This provides a 6:1 purchase.
12. It may be necessary to squeeze the shackle ends together to fit through the grommet. Re-bend the ends so that the pin lines up.



Instructions for the installation of the deck-led race package

Before proceeding, sort out the package into separate components for the outhaul, vang (kicker), cunningham and deck attachments.

Outhaul

- 2 RF 661 single cheek blocks w/ tube rivet
- 2 RF 1950 single blocks
- 2 RF 1981 single blocks w/ swivel
- 1 RF 633 bow shackle
- 181" 3/16" outhaul rope (deck section)
- 84" 3/16" outhaul rope (clew section)
- 32" shockchord - clew inhaul
- 21" 3/16" clew inhaul rope
- 1 PNP 70 AR red ball
- 1 PNP 70AG green ball
- 1 10-24 x 2" round hd. machine screw
- 1 10-24 nylock locking nut

Vang

- 1 RF 1951 single block with becket
- 3 RF 1950 single blocks
- 2 RF 1981 single blocks w/ swivel
- 2 RF 628 twist shackles
- 1 R 4061 bent vang key
- 56" Vang rope - 1st fall
- 37" Vang rope - 2nd fall
- 105" Vang rope - deck section
- 1 PNP 171R red handle
- 1 PNP 171G green handle

Cunningham

- 2 RF 1950 single blocks
- 1 RF 633 bow shackle
- 34" 3/16" cunningham rope - tack section
- 137" 3/16" cunningham rope - deck section
- 2 RF 1315 blue balls

Deck attachments

- 12 #10 x 1½" pan head, Phillips, self tapping screws
- 1 Custom bent tang w/ 4 attachment holes
- 4 CM 211M1 clam cleats
- 2 RF 5011 cam cleats



Tools required
Hand or electric drill
9/64" drill bit
1/4" drill bit
Phillips screwdriver
Pliers
Silicone - preferably clear
Hacksaw

Deck Attachments

1. Unscrew and remove the fairlead immediately behind the mast hole and clean off any cured silicone left on the deck or the fairlead.
2. Place fresh silicone over the holes and re-install the fairlead with the custom bent tang between it and the deck with the wings facing aft. See vang dwg below. Tighten screws until firm but do not overtighten or you may strip them.
3. Place a C 211M1 Clamcleat on either side of an existing clamcleat, line them up so they match and drill 9/64" pilot holes for the screws. Remove, clean off any chipped gelcoat, cover the holes with silicone and install using 4 of the #10 x 1 1/2 pan hd. self tapping screws provided. Repeat for the other side.
4. Place the mainsheet jam cleats, RF 5011 cam cleats, immediately aft of the traveller cleats already installed and the same distance from the centreline of the cockpit. Drill 9/64" pilot holes, remove the cleats and clean off any gelcoat chips, cover holes with silicone and install with the remaining four 10 x 1 1/2 " s/t screws.

Vang

5. Using a 1/4" drill bit, drill out the inside of the red and green handles to make it easier to thread the rope. Drill from the handle side then trim off ragged edges at the other end where the drill exits.
6. Install the vang system as shown below.

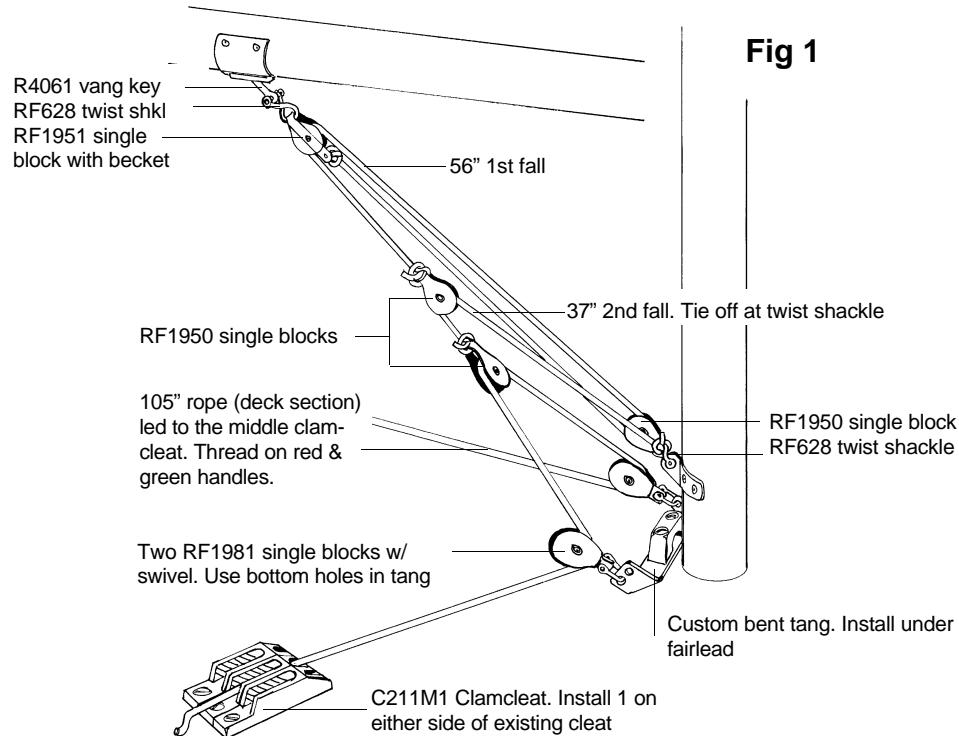


Fig 1

Outhaul System

7. This system cannot be installed until the custom bent tang is installed under the fairlead. See paragraphs 1 & 2.
8. Install two RF661 cheek blocks (the cheeks are held together with a hollow rivet) on either side of the gooseneck using the 2"round hd. machine screw and nylon lock nut and mounted through the existing punched hole in the gooseneck. Leave some movement in the blocks to facilitate threading lines later.
9. Rig as shown in Fig 2. NOTE: The tail of the outhaul rope (clew section) can be tied off at the fairlead for a 2:1 purchase at the clew and 4:1 on the overall system (this is the normal) or tied off at the clew for 3:1 and a 6:1 overall (lighter weight persons).
10. When adding the shockchord inhaul system, Fig 3, make sure the clew tie-down is not too tight (not important as boom does not go down to the deck) and the outhaul will move more freely.

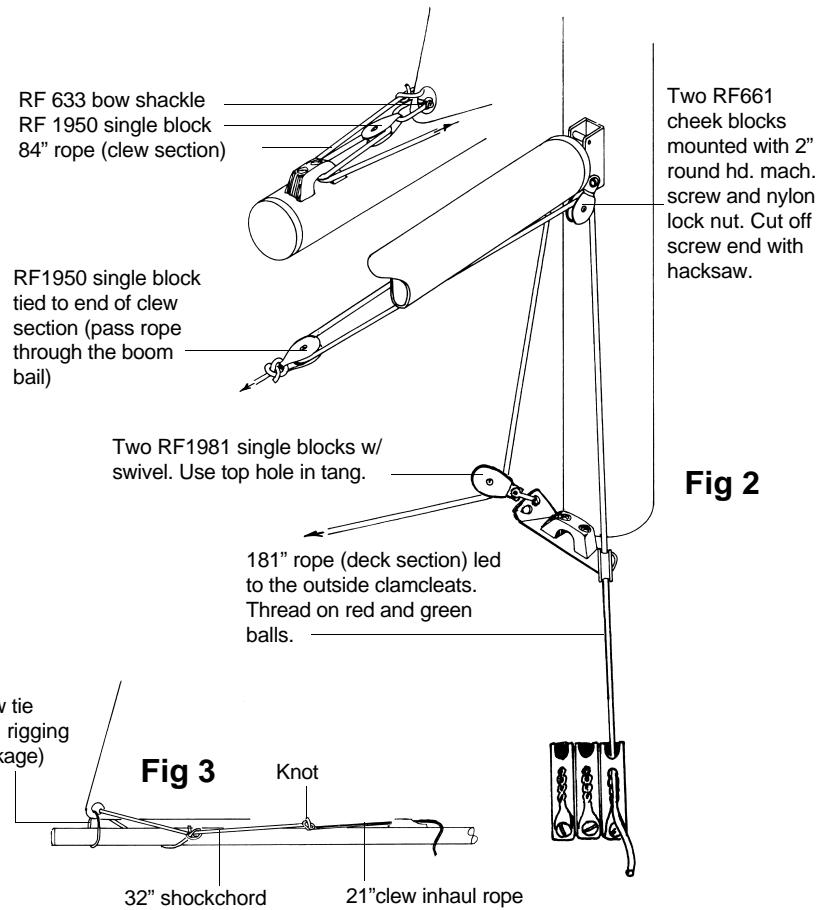


Fig 2

Fig 3